

than the worst anticipated service condition of the cargo loading.

(f) In the design and testing of the independent cargo tanks, consideration shall be given to the possibility of the independent tanks being subjected to external loads.

[CGFR 66-33, 31 FR 15269, Dec. 6, 1966, as amended by CGD 85-061, 54 FR 50962, Dec. 11, 1989]

§ 38.25-3 Nondestructive testing—TB/ALL.

(a) Before nondestructive testing may be conducted to meet § 38.25-1 (a)(4) and (a)(5), the owner shall submit a proposal to the Officer in Charge, Marine Inspection for acceptance that includes—

(1) The test methods and procedures to be used, all of which must meet section V of the ASME Boiler and Pressure Vessel Code (1986);

(2) Each location on the tank to be tested; and

(3) The test method and procedure to be conducted at each location on the tank.

(b) If the Officer in Charge, Marine Inspection rejects the proposal, the Officer in Charge, Marine Inspection informs the owner of the reasons why the proposal is rejected.

(c) If the Officer in Charge, Marine Inspection accepts the proposal, then the owner shall ensure that—

(1) The proposal is followed; and

(2) Nondestructive testing is performed by personnel meeting ASNT "Recommended Practice No. SNT-TC-1A (1988), Personnel Qualification and Certification in Nondestructive Testing."

(d) Within 30 days after completing the nondestructive test, the owner shall submit a written report of the results to the Officer in Charge, Marine Inspection.

[CGD 85-061, 54 FR 50963, Dec. 11, 1989]

§ 38.25-5 Removal of defective tanks—TB/ALL.

If a tank fails to pass the tests prescribed in this subpart, it shall be removed from service unless otherwise authorized by the Commandant.

§ 38.25-10 Safety relief valves—TB/ALL.

(a) The cargo tank safety relief valves shall be inspected at least once in every 2 years.

(b) The safety relief valve discs must be lifted from their seats in the presence of a marine inspector by either liquid, gas, or vapor pressure at least once every 5 years to determine the accuracy of adjustment and, if necessary, must be reset.

[CGFR 66-33, 31 FR 15269, Dec. 6, 1966, as amended by CGD 95-027, 61 FR 26000, May 23, 1996]

PART 39—VAPOR CONTROL SYSTEMS

Subpart 39.10—General

Sec.

39.10-1 Applicability—TB/ALL.

39.10-3 Definitions—TB/ALL.

39.10-5 Incorporation by reference—TB/ALL.

39.10-9 Vessel vapor processing unit—TB/ALL.

39.10-11 Personnel training—TB/ALL.

39.10-13 Submission of vapor control system designs—TB/ALL.

Subpart 39.20—Design and Equipment

39.20-1 Vapor collection system—TB/ALL.

39.20-3 Cargo gauging system—TB/ALL.

39.20-7 Tankship liquid overfill protection—T/ALL.

39.20-9 Tank barge liquid overfill protection—B/ALL.

39.20-11 Vapor overpressure and vacuum protection—TB/ALL.

39.20-13 High and low vapor pressure protection for tankships—T/ALL.

Subpart 39.30—Operations

39.30-1 Operational requirements—TB/ALL.

Subpart 39.40—Lightering and Topping-Off Operations with Vapor Balancing

39.40-1 General requirements for vapor balancing—TB/ALL.

39.40-3 Design and equipment for vapor balancing—TB/ALL.

39.40-5 Operational requirements for vapor balancing—TB/ALL.

AUTHORITY: 33 U.S.C. 1231; 46 U.S.C. 3306, 3703, 3715(b); 45 FR 58801, 3 CFR, 1980 Comp., p. 277; 49 CFR 1.46.

SOURCE: CGD 88-102, 55 FR 25446, June 21, 1990, unless otherwise noted.